

# The Indiana Teamster

"Serving the Indiana Teamster Movement"

U. S. POSTAGE  
1c PAID  
Permit No. 123  
INDIANAPOLIS, IN

INDIANA STATE  
LIBRARY  
401 N. SENATE AVE.  
INDIANAPOLIS, IN 46204

Vol. VII

Indianapolis, Indiana, February, 1948

## Richmond Freight Agreement Accepted

RICHMOND—A new city freight contract, effective February 2, gives 75 members of Teamsters Local 691 here pay increase of 15 cents an hour and improved working conditions.

Negotiations were conducted by James K. Katz, union secretary-treasurer and business representative, and a committee.

The increase offered by nine employing companies was accepted by the drivers, warehousemen and helpers at a meeting February 1.

### LAWRENCEBURG AGREEMENTS

Local 691 also has obtained wage raises, of 10 cents an hour, for members employed by the L. & L. Cooperage Co., Lawrenceburg and by the People's Coal Co. of that city.

### NEGOTIATIONS

Negotiations for new agreements are now being conducted by Local 691 with the International Furniture Co., Rushville; Rex Manufacturing Co., Connersville; Bursley Grocery Co., Richmond, and American Aggregates Co.

Construction contracts are open.

### NEW B. A.

Local 691 has acquired the services of James O. Fisher, formerly of the Porcelain Steel Co., Connersville, as assistant business representative.

### THOSE OMAR DRIVERS

Salesdrivers of the Omar Baking Co. here are assessing themselves weekly to help along a fellow driver and union member until he can get on a regular pay schedule.

People hereabouts are wondering when the Omar supervisors started selling toilet paper to the drivers.

### O. B. CHAMBERS

## In Kokomo, Indiana

The regular meeting of Local Union 759 is held the first Saturday of the month at the Labor Temple, 512 East Sycamore St., Kokomo.

After many setbacks on contracts to be finished by the holidays we are happy to report that all the contracts have been completed up to date.

We now have opened the Construction contract; also the contract covering shipping and receiving room employees and drivers at the General Tire Co., and we are holding meetings with the people of the Armour Creameries regarding their contract, which will expire May 1.

The Ready Mixed Concrete contract covering four companies in Kokomo and Logansport was recently signed and completed, with increased pay, retroactive to November 1.

The Victory Ordnance contract, covering drivers, warehousemen and yardmen (now known as Railroad Signal Flare Co.) has also been completed with the aid of the Federal Mediator, and these people received a nice increase, with retroactive pay to November 3.

The City Freight contract covering Wabash, Peru, Kokomo, Rochester and Logansport has been signed with the same increase as the Over-the-Road drivers received, effective as of January 15.

The contract covering the coal drivers and lumbermen has been signed, with an increase for the drivers and yardmen and retroactive pay to January 1.

The Over-the-Road contracts have practically all been signed and filed with the proper places.

The Local extends its deepest sympathy to the family of Charles Wykoff, a driver for Omar Baking Co., in the recent death of their new-born baby.

Don Sweeney and Don Wischart, Omar drivers, have been on the sick list, and we hope to see them back on the job feeling better soon.

All members of organized labor should look for the G. S. Suppinger & Company label when buying catsup and other products of this kind. This company is different from the Scott County Co., and is 100 per cent union.

Also when buying bread ask for Omar, Colonial and Ward. Don't be misguided. Dietzen's bread is still the only non-union bread in this territory.

## Local 233 Teamsters Vote For Union Security Conditions In 7 Indianapolis Warehouses

### Evansville (215) Member Cited in National Contest



Fifth Wheel Photo.

Edwin Titzer of Teamsters Local 215, Evansville, is listed among the first ten to be selected in a nation-wide contest by the American Trucking Assn., Inc. for Driver of the Year of the trucking industry.

Announcement of Mr. Titzer's selection was made January 30 by Major General Philip B. Fleming, general chairman of the President's Highway Safety Conference and chairman of the committee of contest judges.

The announcement says:

"Edwin Titzer, Hancock Truck Lines, Inc., Evansville, Indiana.

(Continued on page 4)

### Haulers Welcomed by Hammond Local

HAMMOND—Harry D. Cole, a business representative of Teamsters Local 362 here, has welcomed into the union a number of drivers for the H. Baird Co. who are engaged in hauling slag from the Carnegie Steel Co.

The company, formerly located in South Chicago, has moved to Hammond and is installing a new garage to house equipment. Twenty-four or more of the drivers have transferred to Local 362 from the South Chicago Local, No. 742.

### Birdsong Heads Bldg. Trades Again

EVANSVILLE—Clyde Birdsong, president of Teamsters Local 215, has been re-elected president of the Building Trades Council here for the twelfth consecutive term.

Other 1948 officers of the Council include: Lonnie Harris, vice-president; Henry Kuhn, recording secretary; William Schulze, financial secretary and treasurer; William Meier, conductor; and Edward Erickson, trustee, to serve with Otto Moers and Guy Vaughn, hold-over trustees.

### NLRB Election Proves T-H Law Waste of Time

In one of the first series of shop elections to be recorded in Indianapolis under the new Taft-Hartley Law, members of Teamsters Local No. 233 have voted for union security in seven big warehouses.

These places of employment are:

Indiana Terminal Warehouse.  
Indianapolis Warehouse and Storage Company.  
Strohm Warehouse and Cartage Company.  
Tripp Warehouse.  
Rilling Mills Warehouse.  
Indianapolis Warehouse, Knightstown, Ind.  
Kroger Company (mechanics).

This vote of the union members is seen as another proof of how fantastic the Taft-Hartley Law can be and is. The vote proves that the union-security election is a ridiculous waste of time and money on the part of the employers, the union and the government officials required to conduct the proceedings.

The members signed petitions asking for union security. Because of the silly provision inserted by two labor-hating agents of Big Business—Taft and Hartley—the petition called for an election to verify the fact that the petitioners wanted the union security for which they had petitioned.

(Continued on page 3)

### SAWOCHKA HEADS JOINT COUNCIL

HAMMOND—Michael Sawochka, of Gary Teamsters 142, was elected president of the Lake County Teamsters and Chauffeurs Joint Council 11 at the recent annual election.

Other officers elected were: Rosecoe Colby, vice-president; Leslie Day, recording secretary; Joseph J. Jarnak, treasurer; Erwin Miller, Harold Bowman and Joseph Burba, trustees.

Joint Council 11 is one of the largest and most aggressive for the rights of workers in the nation. It will continue its policy of earnest leadership.

### Biggs in Florida As Area Delegate

Walter E. Biggs, president of Teamsters Local 364, South Bend, is one of three delegates elected by the Central States Drivers Council to attend the mid-winter conference of the General Executive Board of Teamsters in Miami, Fla. He left for the conference February 1.

President Biggs is a delegate from Indiana to the Central States Council, which represents all over-the-road drivers in the 11-state area.

Elected with Biggs to the Florida conference were Mike Healy, of Teamsters Local 710, Chicago, and James R. Hoffa, Local 299, Detroit.

### LUMBER PACT SIGNED

A new lumber-yard agreement, giving substantial pay increases and improved working conditions, including an additional holiday, was reported to the last meeting of the Indiana State Drivers Council by Charles Miller, head of Teamsters Local 417, Vincennes.

### Lake County CLU Re-elects Toth

GARY—Officers of the Lake County Central Labor Union re-elected without opposition are:

Fred Schutz, president; John Adinolfi, first vice-president; Ronald Sturgeon, second vice-president; Henry Callentine, third vice-president; Fred O. Wilson, secretary; Henry Beier, treasurer; E. B. Lawbaugh, three-year trustee; F. M. Oberg, sergeant-at-arms, and Steven Toth, reading clerk.

### Carlson Elected Trustee of J. C. 69

Edward T. Carlson, president of Teamsters Local 716, Indianapolis, was elected three-year trustee of Teamsters Joint Council No. 69 at the Council's regular January meeting.

Mr. Carlson and other officers, nominated without opposition at the preceding meeting, were installed in office by Jack Reynolds, of Terre Haute.

Officers were O. B. Chambers, of Kokomo, president; Emmett J. Williams, Indianapolis, secretary-treasurer; Gale Murrin, Terre Haute, recording secretary; Mel Atkins and Leo Bauer, both Indianapolis, trustees.

### NOLAN SIGNS FOR No. 73

CLINTON—Elmer Nolan, head of Teamsters Local 73, has obtained a new agreement with seven lumber companies in this city and its vicinity, giving the union members substantial pay raises and vacation concessions.



## Progress of the War

MIAMI—The AFL Executive Council re-emphasized its determination to wage an unrelenting war upon the Taft-Hartley Law to bring about its repeal and the defeat of those in Congress who voted for the measure.

In a prepared statement, the Council warned against the actions of the law's proponents in acclaiming it a success and pointing to the present low level of strikes and work stoppages to back up their claims.

Pointing out that the comparative lull in labor-management disputes is due to the fact that many contracts were negotiated just prior to the effective date of the law, the Council warned that "America is now experiencing a lull before the storm."

"When present collective bargaining contracts expire," the Council said, "the most difficult period in the history of labor relations in this country threatens to ensue."

Urging the labor movement to redouble its efforts to fight against the forces of reaction and ward off further efforts to curb union activities, the Council declared:

"We know that if the forces of reaction are returned to power next November, they will proceed at once to renew their war against labor by enacting a ban against nation-wide collective bargaining, by outlawing all health and welfare funds for workers, and by making unions subject to anti-trust prosecutions.

"We know that labor cannot live and endure the Taft-Hartley Act and that the basic policy of its sponsors is to stifle progress in America."

The full text of the Council statement follows:

"The sponsors of the Taft-Hartley Act are preparing to acclaim it as a success next month, when it becomes six months old. Seeking to escape the political consequences of their actions, they are hoping to make the American people believe that the Taft-Hartley Act has reduced strikes and improved labor-management relations.

"The workers of this country will not be misled by such statistical illusions. They know that the comparative lull in strikes during the past few months has been caused by the signing of new contracts last August which in many industries postponed the evil effects of the Taft-Hartley Act for a year or more.

"In fact, America is now experiencing a lull before the storm. When present collective bargaining contracts expire, the most difficult period in the history of labor relations in this country threatens to ensue.

"The signs are unmistakable. Perhaps the most dramatic instance to date has been the experience of the International Typographical Union in attempting to negotiate new contracts with publishers during recent weeks. Testimony before the National Labor Relations Board by both union and employer representatives is in complete agreement on the fact that the present rupture of amicable and cooperative labor-management relations in this country is due entirely to the harsh provisions of the Taft-Hartley Act. If there were no such law, both sides could have agreed on new contracts long ago, as they have for many, many years.

"Instead, we find a government agency—the National Labor Relations Board—prosecuting this stable, progressive and public spirited trade union because the law makes it well-nigh impossible for the union to obtain the traditional type of security which it must have for the protection of its members.

"Government prosecutions of the legitimate activities of unions now threaten to break out into a rash all over the nation. Already injunction suits have been filed against several organizations, and employers, in some instances, have taken advantage of the new law's provisions to file damage suits against unions.

"How anyone can expect unions to function and industrial production to proceed smoothly when labor-management relations are tied up with legal red tape, is beyond reason and common sense.

"The Executive Council feels constrained to point out these unpleasant facts because the enemies of labor are determined to attempt to remove the Taft-Hartley Act as an issue of the 1948 elections.

"Organized labor will never let the professional politicians get away with that.

"We know that if the forces of reaction are returned to power next November, they will proceed at once to renew their war against labor by enacting a ban against nation-wide collective bargaining, by outlawing all health and welfare funds for workers, and by making unions subject to anti-trust prosecutions.

"We know that labor cannot live and endure under the Taft-Hartley Act and that the basic policy of its sponsors is to stifle progress in America.

"Therefore, the Executive Council of the American Federation of Labor hereby re-emphasizes its determination to carry on the fight against the Taft-Hartley Act until it is repealed, and to campaign against the sponsors and supporters until they are defeated. With the support of all American workers and their friends, we are confident that these goals can be achieved in the 1948 elections and that our government will receive an unmistakable mandate to go forward to greater progress and not backward to reaction and oppression."

## 17 MAYFLOWER DRIVERS CITED

Seventeen members of Teamsters Local 193, Indianapolis, headed by Mel Atkins, have been awarded by the Aero-Mayflower Transit Co. for safe driving.

One of the members, Lloyd O. Taylor, was cited as driving for seven years without an accident.

Another, Donald R. Mundy, was awarded for driving six years without an accident. Mundy was cited also by the American Trucking Assn.

Other awards, as announced by the Mayflower Co., were made to:

Gerald R. Beaver and Foster D. Owens, both with five-year safe driving records.

James J. Ogle and Theodore G. Hamilton, three years.

Lloyd B. Clark, Wayne C. Pulliam and Gerald J. Quillin, two years.

Kenneth A. Brown, Joseph I. Allee, Winfield Connelly, John T. Crews, Hurshel L. Davis, Robert L. Flory, Claude W. Fox and Lewis W. Sommerville, all with one-year records of safe driving.

## Union Label Show Plans Advancing

WASHINGTON, D. C. — I. M. Ornburn, secretary-treasurer of the AFL's Union Label Trades Department, submitted a progress report on plans for the Union Industries Show to be held May 12-16 in Milwaukee, Wis.

Mr. Ornburn's statement was prepared for submission to the annual winter meeting of the AFL Executive Council. The Union Label Trades Department official, who is also serving as director for the Milwaukee exhibition, declared:

"Requests for exhibit space have exceeded all our expectations, but we are reserving a limited amount of display booths for unions or management that have not had sufficient opportunity to reach a final decision. Every available space on the floor of the Milwaukee auditorium will be rented long before the opening date, and those desiring to participate should send in their applications immediately.

"All of the outstanding exhibitors who participated in our St. Louis exhibition are coming into the Milwaukee show. Many new union concerns have contracted for space. A new feature of the Milwaukee exhibition, which is an excellent example of labor-management cooperation, will be the booths in which both union members and union employers jointly share the expense of the exhibit. Many national and international unions affiliated with the American Federation of Labor have also acquired adequate space to display their union labor products and demonstrate union services."

### Truck Driver

By JAMES J. METCALF  
In the Indianapolis Star

We seldom think of him who drives . . . A truck by day or night . . . And even less do most of us . . . Appreciate his plight . . . His wages may be rather good . . . But he must toil and sweat . . . To move the load of merchandise . . . That someone wants to get . . . He has to plow through traffic with . . . His lumbering machine . . . And somehow grab his coffee and . . . A sandwich in between . . . He has to find a parking space . . . When there is none to spare . . . And while he sleeps his life depends . . . Upon a roadside flare . . . In town or on the highway he . . . Must have the strength it takes . . . Although his eyes grow weary and . . . His every muscle aches.

## Up to Date with 188

It's all a mistake. Joe Hooker isn't the mother of a bouncing baby. Joe is a he, a member of Teamsters Local 188 and a salesdriver for the Omar Bakeries, Inc.

He went to Methodist Hospital, Indianapolis, a few days ago for a tonsillectomy and hernia operation and Bossman Davis of the union, said "Call up the florist and tell him to send flowers to Brother Hooker."

The florist delivered the flowers, all right, but with them a pretty card, with blue ribbon, saying, "For the new baby."

You couldn't blame the florist so much, considering the number of babies born in the local at this time and receiving flowers from the local. Here are the new arrivals:

Seven-pound baby boy, born to Mrs. William Hamilton, in St. Francis Hospital, January 26.

Six-pound boy, born to Mrs. Margery Yancy, St. Vincent's Hospital, January 26.

Baby girl, born to Mrs. Helen Stickney, Methodist Hospital, January 27.

Baby boy, born to Mrs. John Hall, Bartholomew Hospital, Columbus, Ind.

Other members hospitalized during the month included Bill Smythe and Paul Benton.

## Where There's Courtesy There's a Truck Driver

It takes a truck driver to show human decency to his fellow man. We wish more people of our civilization were like some of our truck drivers, and we wish also that some of our Congressmen could stop figuring out ways to chisel down the workman's pay long enough to read this letter as it appeared a few days ago in the Indianapolis News:

To the Editor of The News:

Will you please print this letter.

Some folks just plain don't like truck drivers. Let me tell you what happened to me last Friday night. I was driving to Indianapolis from Olney, Ill., on Route 50. I was about three miles from the Indiana and Illinois bridge when my car went off the road. It was about two o'clock in the morning and no one would stop for me. I had my wife and two babies with me, and the road was very slick and it was terribly cold. I had run my battery down so I started to walk to Vincennes. I had walked about two miles and it was so cold I had to stop at a house. The people would not let me in. I asked them to let me use the phone to call a cab for my wife and babies. They said they would call for me. They did, and when the cab came I went to my car. There was a tractor and trailer there. My wife and two babies were in the tractor and the driver was sitting there waiting for me. He asked me if I had a chain, which I did. He put the chain on his tractor and pulled me out of the ditch. I tried to pay him, but he would not take any money. My wife and children were warm, and when we got the car started I asked him his name, but he merely said to forget it. I do know he was driving an Overland truck, No. 148.

This is the first time I was ever really glad to see a truck driver, but I will promise one thing here and now—never to pass a truck in trouble.

And I hope some of the people who passed me that morning because I am colored realize that a truck driver is your friend. I am going on to Texas, and believe me, I shall always treat a truck driver with respect. Thank you, Overland No. 148.

Houston, Tex.

LEROY GIBSON.

## Deliberate Inflation

WASHINGTON—The Republicans are claiming that the 40-hour week with premium pay for overtime is the cause of high prices in order to "use inflation as an excuse to return labor to the dark ages." Representative Mary Norton (N. J.) said January 2 in a radio interview.

"The enemies of labor have been trying ever since the Wage-Hour Bill was enacted to destroy overtime pay and are now using the high prices of food to bring about their long-desired repeal of that portion of the act. . . . Workers would do well to serve notice on the Republican Party that they cannot tamper with the Wage-Hour Act in trying to make excuses for their own negligence in doing nothing to bring down the cost of living."

The Jerseyite, who headed the House Labor Committee before the Republicans took over the 80th Congress, also said the next session "will determine whether greed or stupidity caused the Republicans to kill price controls." If the GOP does nothing effective to curb rising living costs, she said, "they will stand convicted of deliberately voting for inflation in an effort to blame the President, who must administer their program of half-way measures."

## T-H Aids Communists

JACKSON, Miss.—Joseph M. Jacobs, Chicago labor attorney and counsel for many AFL unions, declared the Taft-Hartley Law does not contribute to the ridding of Communists from the American labor movement.

"The new law actually protects Communists and promotes class conflict instead of industrial harmony," Jacobs declared in an address before the Southern Law Institute.

## Don't Forget This

Back in July, 1946, the National Association of Manufacturers paid for advertisements in the nation's newspapers which stated:

"If OPA is permanently discontinued, the production of goods will mount rapidly and, through free enterprise, prices will quickly adjust themselves to levels that consumers are willing to pay."



## Local 298 Aids Strike At Joy Co.

MICHIGAN CITY—Teamsters of Local 298 honored picket lines around the Joy Manufacturing Co., Sullivan Division, when auto workers struck, claiming law violation by the management.

The Teamsters are said to have choked off the flow of freight and supplies into the strikebound plant. Company officials phoned local trucking lines that the strike was no longer in effect since the United Automobile Workers' contract expired January 16. Trucking companies then sent their trucks into the plant. The Teamsters stopped it.

John Schudorick, president of the UAW local, pointed out that the union still has sole bargaining rights despite expiration of the contract. He said the union will continue to have such rights until an NLRB election can prove otherwise.

The strike began August 7 and certain phases have been bitter. An organizer was slugged, houses were smeared with paint and a union official was fired upon by a passing car as he drove homeward.

Schudorick said the company refuses to bargain. Sessions with conciliators have been stalemated. At one meeting, when it appeared the strike might be settled, Rep. Clare Hoffman, of Michigan, notoriously anti-labor, strolled in and disrupted the conference.

## Work Ends at 45 for Many

WASHINGTON, D. C.—Workers 45 years of age and older, who represent more than one-third of the nation's present labor force, will be hit particularly hard by any slowdown in business activity resulting in unemployment, Ewan Clague, U. S. Commissioner of Labor Statistics, declared.

In an article appearing in "Labor Review," a Labor Department publication, he predicted that any displacement from their jobs of this age group will create "a national problem of the greatest importance."

The problem will eventually arise, he said, because:

1. Steady streamlining of the American industrial system is pushing "a very considerable number of workers in their forties out of their jobs and their careers," and

2. These people still expect to work until reaching 65. At 45 the "average man has ahead of him over 25 years of life."

The eventual choice that will have to be made, Mr. Clague said, is either to lower the present 65-year retirement age under the Social Security system to "remove these older workers from the labor market," or to take steps "to assure the continued usefulness of these age groups as productive workers."

It will not take any major depression to bring the problem to a head, either, Mr. Clague reported. Even a "business setback" with 5,000,000 unemployed and lasting only a year or so will do it, he predicted.

"The first business depression will cause deep concern as to the impact of unemployment on the older workers," he said. "In succeeding periods of recovery and prosperity this type of unemployment will not disappear, but will remain as an increasingly stubborn and difficult question."

"The growing number of the aged will speedily convert this into a national problem of the greatest importance."

There was a time when all this took care of itself, he pointed out. Birth rates being low and death rates high, so a person 45 years old was "one of the few survivors in his age group."

But now with the life span much longer, the population larger, ma-

## Indianapolis Taxi Drivers

Two reasons why people are afraid to ride in the non-union taxicabs of Indianapolis are found in these recent newspaper clippings.

From the Indianapolis Times, January 20, 1948:

Police today are investigating the death of a 34-year-old woman in the Huron Hotel, 458 E. Washington St., which occurred under peculiar circumstances.

The dead woman is Miss Eva Stewart who registered at the hotel Jan. 13 with Duncan Underhill, 45, of 1521 Central Ave.

Underhill, who has admitted to police he bought narcotics for the dead woman, is charged with vagrancy.

There was a laceration on Miss Stewart's head and blood was found on her pillow by police. The room was in disorder. A quantity of narcotics, hypodermic needles and a syringe were discovered in the room.

Police say Underhill was a Red Cab driver.

From Indianapolis Star:

A United Cab driver, Melvin N. Williamson, 22, of 1525 Broadway, was held on charges of failure to give an emergency vehicle the right of way, inadequate brakes, reckless driving and disorderly conduct.

His cab collided at Meridian and Washington Sts. with an accident prevention car being operated by Patrolman James L. Mullen, 31, of 1529 Comer St., police said.

## See Reduction In Accidents

HOOSIER MOTORISTS, by the end of next year, will have their chances of being victims of reckless drivers reduced by about one-third, according to Maurice Early in the Indianapolis Star.

INDIANA'S DRIVER license examiners and hearing judges, who were put through their paces in a school recently were told by Professor J. L. Lingo, director of Purdue's public safety institute, that four per cent of the drivers cause 30 per cent of the wreckage and slaughter on the roads. It is that four per cent who are going to be tracked down, starting Jan. 1, under the new system of issuing drivers' licenses. Thomas E. Bath, secretary of state, who pioneered in getting the new set-up, reports it is the most comprehensive in the nation.

AT LEAST 15 OTHER states are making arrangements to investigate the Hoosier system after it gets under way. It cost nearly \$400,000 to set up the new record system. But it will keep track of the experience of all drivers—how many wrecks they have had, arrests for traffic violations.

IT HAS NOT been decided how many bad points a motorist must register before he is called before an examiner to find out if he is merely unlucky or incompetent. It is not to be a Gestapo, Mr. Bath says, but it is to weed out those who are a menace or to compel others to correct defects, such as faulty vision.

ABOVE ALL, Mr. Bath says, the system is going to be on the up and up. There is to be no political fixing to permit incompetents to continue to drive.

INSURANCE companies think so well of the new system they contributed \$100,000, one-fourth of the cost. Chief goal is to reduce injuries and deaths from motor vehicles. Indirectly, the system may pay other dividends. Fewer wrecks and casualties will tend to reduce insurance rates.

chines have reduced the number of workers needed and placed the emphasis on youth, Mr. Clague continued.

## Committee Chairmen Of J. C. 69

The plan adopted last May by Teamsters Joint Council No. 69 to work for uniform contractual agreements by crafts specifies five particular crafts as covering practically all work performed by members of the 11 local unions in the Joint Council.

For each craft a committee was appointed and the chairman of each committee was designated to compile all contracts in his classification now held or proposed by the various locals.

From this assembled data the committee is to draw up a master contract, to be used by all locals in the Council in future negotiations in their particular classification.

Committee chairmen, as appointed by President O. B. Chambers, and to whom relevant material should be forwarded are as follows:

Construction, coal and ice—Edward T. Carlson, Local 718, Indianapolis.

Produce—Leo J. Baner, Local 233, Indianapolis.

City freight, beverages, heavy hauling—Fred Marshall, Local 135, Indianapolis.

Furniture movers—Mel B. Atkins, Local 193, Indianapolis.

Bread, milk and sales-drivers—C. E. Davis, Local 185, Indianapolis.

## Meany to Address State FL Meeting

Geo. Meany, secretary-treasurer of the AFL, will come to Indianapolis February 21 to assist unions affiliated with the Indiana State Federation of Labor in mapping their political action program for 1948.

Officers of the State Federation announced that the two-day meeting will open with Mr. Meany's address and continue through Sunday, February 22, in the Assembly Room, Claypool Hotel.

One of the chief purposes of the conference will be to work out a definite program for all groups to obtain the best results. Coordination will be the keynote. The program will seek to prevent overlapping of effort and a concentration of activity where it will do the most good.

### Election of Officers

Election of officers of Local 362 was mistakenly reported as from Gary, Ind., in last month's edition of this publication, for which the editor apologizes.

### The Indiana Teamster

Office at Publication, 28 West North Street, Indianapolis 4, Indiana

Published monthly under the sponsorship of INDIANA STATE DRIVERS COUNCIL

Entered as second class matter January 27, 1942, at the post office at Indianapolis, Indiana, under the Act of August 24, 1912

#### OFFICERS

STEVEN LOTT, President  
CHARLES MILLER, Vice-President  
C. B. BARKING, Secretary-Treasurer  
O. B. CHAMBERS, Recording Secretary

#### TRUSTEES

D. E. MANNING, S. W. HILTON  
EVERETT WILKES

#### EDITOR: SCOTT ARMSTRONG

One year in advance \$1.00  
Six months in advance .50  
Single copies (10 copy minimum) .025

Address all communications to the Editor at 28 West North Street, Indianapolis 4, Indiana

Deadline for copy to the fourth Thursday of the month

### HARRY HUDSON

## Heard and Seen at 716

A new agreement has been reached between Teamsters Local 716 and the American Aggregates Corp. of Greenville, Ohio covering two Indianapolis plants, which had been closed by a strike lasting six days.

The agreement gives our members increased pay and improved working conditions, retroactive to January 1, 1948. It was reached January 17 in the office of Arthur Pearson, of the Federal Mediation and Conciliation Service, and ratified later that day by 48 members involved, at Teamsters Hall, 28 West North St. All members returned to work on January 19, which was Monday.

The company was represented by Wm. Edward Hole, Fred Grant and Paul Sudhoff. Union representatives were Edward T. Carlson, president; Harry R. Hudson, secretary-treasurer, and Glendon L. Anderson, business representative, and a committee consisting of W. S. Dittmore and L. J. Compost, representing the south and north plants, respectively. Robert D. Malarney, attorney for Local Union 716, assisted in the legal questions.

Members involved are certainly to be congratulated on their conduct during this controversy and the officers of this Local Union offer their sincere thanks to the committeemen for their splendid help in the negotiations.

★

A collection was taken at a general meeting Friday, January 30 for Albert Walls, driver for the Broad Ripple Ice Co., who has had considerable hard luck lately. First it was illness, then his modest home, at 7202 Fitch Ave., Ravenswood, was destroyed by fire, January 29.

Brother Elmer McCollum, driver for the Plumbers' Supply Co., also very generously offered Brother Walls the use of a 2-room apartment, completely furnished for the accommodation of himself, Mrs. Walls and their three children.

Brother McCollum is no stranger to tragedy himself, having lost his daughter on Christmas Day, and now he himself is laid up as the result of an injury.

His action was praised by President Carlson, who said that this is just another proof, if any is needed, that truck drivers are among the best damn people in this country.

★

We have just received another large number of insurance policies and by the time you read this they will have been mailed to the members.

★

Ice and coal contracts are coming up for negotiations.

★

Following are the companies which have signed the Individual Owner-Operator rates for the year 1948:

All Indianapolis.  
Grady Bros.  
Tri-State Construction Co.  
Indiana Asphalt Co.  
Heston Ready Mixed Concrete Co.  
Standard Sand and Material Co.  
Wm. Stephenson Trucking Co.  
Fred Hawk Trucking Co.  
Merlin Elmore Trucking Co.  
R. W. Taylor.

★

All individual owner-operators are strongly urged to become familiar with these rates for the coming year. Copies can be obtained at the office of this Local Union. Headaches and misunderstandings will be avoided during the next 12 months by the full cooperation of all owner-operators with this Local Union. Ignorance of these rates can hardly be excusable when the information is so easy to obtain.

★

William Dewey, vice president of Local 716, is confined to his home due to illness. Officers and members sincerely wish him a speedy recovery.

### JUST A REMINDER

Meeting nights for this Local Union are as follows:  
Individual Owner-Operators—first Wednesday of each month.  
General meeting for all crafts—last Friday of each month.  
Special meetings on contractual matters will be held when necessary.

## Teamsters Vote Union Security In 7 Indianapolis Warehouses

(Continued from page 1)

It was not enough that the members of Local 233 had subscribed their names as being ready and willing to invest their Local 233 with union-shop authority. The Taft-Hartley Law is designed to estrange labor-management relations by putting every possible obstruction in the way of peaceable negotiations. Therefore, the law required that President Leo J. Bauer and his staff of business agents, representatives of the seven warehouses and representatives of the NLRB spend a week preparing for and conducting the elections.

Ballots had to be made up, conferences held, the five forms required in the election had to be provided, registered letters sent back and forth between the parties, more conferences—all at a big cost ultimately to the taxpayer.

In the end, after all the week's work of negotiating, conferring and balloting, and writing letters and conferring again, they got back to just where they were in the beginning, and found out what everybody knew in the first place. Which was that the members of Teamsters Local 233 were the members of Teamsters Local 233.

And that is part—a foolish part—of the law that is supposed to emancipate labor. Emancipate labor from what? Working!

### MOTOR CARRIER RATES

Walter F. Mullady, president of the Decatur Cartage Co., Chicago, declares that, although there has been an 81.5 per cent increase in the general level of prices since 1939, motor carrier rates during the same period have gone up only 30 per cent.



# 'TIMES' TELLS ABOUT TITZER OF LOCAL 215

## Reporter Sees Safe Driving In Blizzard

Here is a page one spread that appeared in the Indianapolis Times February 5.

By VICTOR PETERSON

I rode 303 miles from Evansville to Chicago during the worst snowstorm of the year with Indiana's safest truck driver. It wasn't part of a plan to ride out the season's most bitter storm with Edwin Titzer, Evansville driver for Hancock Truck Lines.

The junket merely was to see how it felt to ride from Evansville to Chicago with one of the safest drivers. He was cited recently for special mention in the national safety and courtesy contest conducted annually by the American Trucking Association.

Last June the state affiliate named him the Indiana "Driver of the Month," thus qualifying him for national recognition.

Eddie has lots of reasons to be careful. When he pulls out of a terminal he is entrusted with \$10,000 in tractor-trailer equipment besides freight which many times is valued at \$50,000.

His hands control a monster whose total weight, when loaded, often reaches 48,000 pounds.

This is the 46-year-old trucker who looked at me as I climbed into his cab at the Hancock terminal in Evansville at 7:30 p. m., Tuesday. "All set?" he asked. "Looks like we might be in for a little rough weather."

It was a masterpiece of understatement. A light snow was falling as we jostled over Evansville streets. I personally felt the 16,000-pound load rocking along back of us in the trailer. We were to pick up another 6,000 pounds in Vincennes.

I had visions of the roads getting worse, a skid and a 22,000-pound load jackknifing around on the tractor.

Before reaching Sullivan, some 80 miles from Evansville, we knew we were in for it. The snow was piling up fast.

Eddie kept dropping speed until we inched along at 20 miles per hour. A wrecked load hurts the company. A dead driver is good to no one.

We stopped at the Kat-A-Korner in Sullivan to eat. Another trucker, Joseph Gilmore, running

## Association Cites Titzer

(Continued from page 1)

Driver Titzer, headed south out of Hammond, Indiana, saw two cars collide and one of them hurtled into a roadside ditch. He stopped his truck, waded out to the car through four feet of icy water and carried the driver to safety. He then called the State Police. The injured man, suffering from a broken pelvis and internal injuries, was taken to a hospital. He recovered. One of the commendations received by driver Titzer, who has a 16-year accident-free record, was from H. E. Fairweather, District Supervisor of the Interstate Commerce Commission.

The Number One winner of the national contest was Verl Langford, of Buena Vista, Colo., who ran seven miles down a mountain side in 10-below-zero weather last March to save the life of a wrecked motorist.



IT'S TOUGH DRIVING 11 TONS, says Victor Peterson, who rides from Evansville to Chicago on big tractor-trailer and pictures Edwin Titzer as he shovels cinders under wheels of a stalled truck which blocked his passage near Terre Haute during the state's worst snowstorm. The other driver hung on Clinton hill when he couldn't get traction on the glazed highway.—"Indianapolis Times" photo.

between Indianapolis and Evansville, pulled in.

"Hello, Joe. How's the road?" Eddie asked.

"Getting slicker all the time," Joe said.

Road conditions are a phobia with drivers. It is the first question asked. Conversations are filled with warnings of what to watch for along the highway.

House after house was dark along the road.

We hit the height of the snowstorm around Terre Haute. Headlights barely cut through the swirl. The roar of the motor thumped in my ears.

Normally truckers are rather silent men. They get that way from habit for they ride alone. Eddie had more than his work cut out anyway. Mile after mile went by in silence.

Then it began to happen. About five miles south of Farmersburg two passenger cars were off the road. We slowed down to see if we could help, but help was on the way.

Except for a real emergency, Eddie didn't want to stop. Even with flares bet up, visibility was poor, and a huge tractor-trailer only invites disaster if not completely off the road.

A half-mile farther Eddie suddenly began braking his load. A few hundred feet ahead another passenger car was careening crazily toward us out of control. Just in front of us it turned completely around twice and bounced into a ditch, barely missing a telephone pole.

We stopped. No one was hurt. Eddie couldn't find room to move his outfit into a position to pull the car from the ditch. He had a wrecker sent from Farmersburg.

Between Terre Haute and Rockville we began to climb Clinton hill. It took lots of coaxing. As the road giant crested we got a frantic blinking of lights and the waving beams of a spotlight.

Eddie didn't brake to a stop any too soon. Stalled in the middle of the road was another tractor-trailer. There was no room to pass. Its huge tires spun and smoked on the road. Steam rose from the heat. The driver couldn't make the grade on the slippery highway.

In seconds, Eddie was out of the cab. He set warning flares and began to shovel cinders from piles along the road. He threw shovelful

after shovelful under the spinning wheels until the tractor got up enough traction to move off.

The two drivers didn't exchange a word. It was part of their jobs. Eddie might need help next time. Carefully we crawled up and down hills and around curves in the area of Turkey Run State Park.

We moved slowly into a valley where a narrow bridge made a curve even more dangerous. Down the opposite hill another truck flashed.

"He's going too fast. He's trying to get up speed for the hill," Eddie said quietly.

Without changing his tone: "Hold on. It's going to be close on the bridge."

It was. Even on some straight-away highways trucks clear each other by only eight inches when each is hugging the edge of the road.

I asked Eddie how close it was. "I don't know. I couldn't do any good watching him. All I could do was get as close to the bridge rail as possible and pray he held his line."

There were no dramatics.

A couple of coffee-stops later, and a total of 12½ hours since leaving Evansville, we were bouncing over Chicago streets.

Chicagoans were rushing to catch streetcars. Heads were bent down against the cold wind. The streets were like glass and Eddie crept along.

Even so, it takes skill to stop a tractor-trailer on a dime. Eddie had to.

Not five feet in front of the left wheel a rush-hour worker slipped. Eddie already was braking. He seemed to anticipate what was happening.

The man had fallen on his back. Horror was written in his eyes as he looked directly at the cab. I stood up in the cab to see. The wheel stopped about a foot from the man.

Eddie didn't say anything as he drove on. Then he pulled into the terminal.

Another trip without "incident" was over.

"It's a good job," he said. "Always something new. Some people think it is glamorous. They call us Gentlemen or Knights of the Road. 'Some call us Road Hogs.'"

## ED AND PAUL

### The Look-See with 233

The Capital Hill Wine and Spirits contract is all set for another year. More money and better conditions.

Thank Heaven, the hunting season is closed. At the Indiana Terminal, Brother E. Oliphant claims the record for the most rabbits and Brother Oscar Hammond killed all the wildcats in Kentucky with his .38 special and a broom stick. But it is the feeling of the other brothers that the hunting this year consisted mostly of shooting the bull on the dock.

Say, Brother Brunk, how do you and the Kruger drivers tie your shoe strings? With which hand and for how much?

Look! The new working foreman at Tripp's warehouse is our old friend Jake Taylor. Back in the old days at Strohm he was better known as "Jake the Fake."

Glad to hear that Brother Morton's wife is recovering from her recent illness. (She makes the best coffee in town.)

You Stokely Food boys! Ask Ross Wickcliff if he is a city driver.

Remember—First Wednesday in each month—General Meeting, at 28 West North St.—8 o'clock p. m.

All set for 1948 at Wadley's. A number of fringe issues, better vacation program and a substantial wage increase.

Glad to hear that Bill Haverkamp of Hienz has recovered from his recent illness and is back on the job.

The new contract for the Stokely Food boys is all set to take effect as of February 1, 1948, with a substantial raise and better conditions. What time does your clocks say, boys?

The preliminary work on a new produce agreement got under way Sunday, January 25, when the produce brothers (and sisters) got together at our hall. Quite a few of them were present, too. If you see Paul yawning early in the afternoon you'll know that he has been to the market and not "to buy a fat pig" either! Good ole Station A, 1 a. m.

We are starting to draft a new contract for the employees of Bessire & Co.

The brothers at Glidden's received a substantial increase. It is retroactive to January 12, 1948.

The officers and members who know Brother Thompson, our Steward at Swift & Co., are sorry to hear of his back injury. Get well, Tommy! The contract will soon be open and we need your help.

Be sure to read President Leo J. Bauer's report on Local 233's answer, in the form of a vote, to the Taft-Hartley Bill. That report is on page 1 of this issue.

Bobby Rusley of Kiblers is on the sick list. Come on, Bobby, get well and get back to work. You know today you have to meet that stork with a handful of ten-dollar bills.